

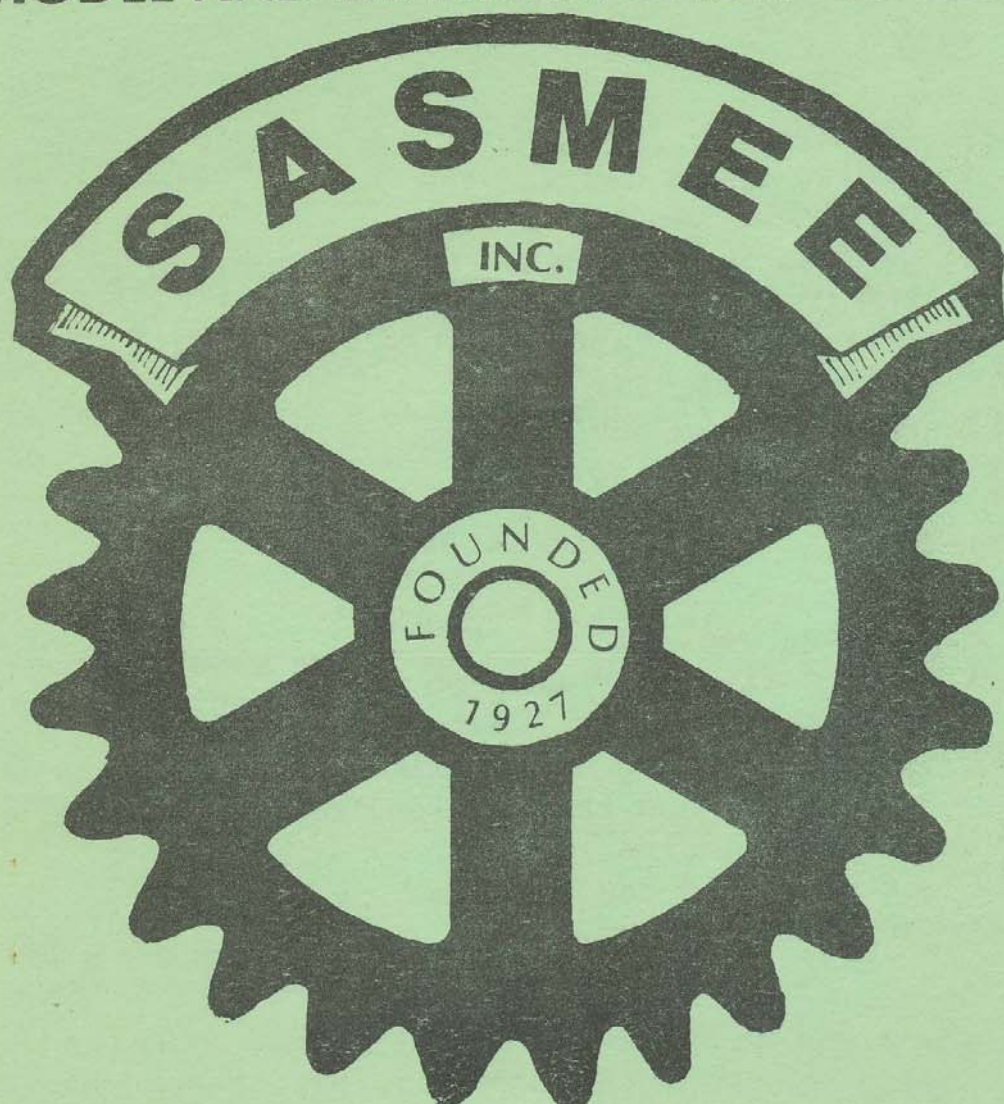
SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS

RETURN THIS BOOK PROMPTLY TO LIBRARY

SASMEE BULLETIN

THE OFFICIAL JOURNAL
OF

THE SOUTH AUSTRALIAN SOCIETY OF
MODEL AND EXPERIMENTAL ENGINEERS



DEC 78 — FEB 79

What's On At SASMEE

JANUARY 1979

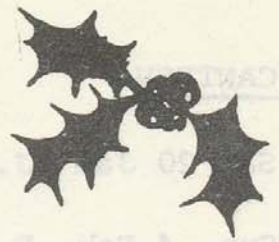
- Monday 1 Suggested members' play day - time to suit yourself.
Saturday 6 Working bee 1pm.
Tuesday 9 General meeting 8pm. No speaker-general pow-wow.
Saturday 20 Public Field day 2 - 5pm
Tuesday 23 Informal meeting.

FEBRUARY 1979

- Saturday 3 Working bee 1pm
Sunday 4 Public field day 2 - 5pm
Tuesday 6 Committee meeting 7.30pm
Tuesday 13 General meeting 8pm. Special Meeting to amend the Constitution (see article in this Bulletin).
Talk by Alan Lethbridge on the building of his Solent class lifeboat.
Saturday 17 Public field day 2 - 5pm.
Tuesday 27 Informal meeting.

MARCH 1979

- Saturday 3 Working bee 1pm
Sunday 4 Public field day 2 - 5pm
Tuesday 6 Committee meeting 7.30pm
Tuesday 13 General meeting 8pm. Talk by David Atkinson on the trials and tribulations of restoring a traction engine.
Saturday 17 Public field day 2 - 5pm
Tuesday 27 Informal meeting.



Editorial

Merry Christmas and a Happy New Year.
May your Christmas present be permission to come to SASMEE
on the first Saturday of each month.

Bryan Haman

D B IRVING

Our well known tar (sorry tea) drinker, Denys Irving, has sailed across the seas to the UK, where he will no doubt be noticed at all the steam functions that are held there. He must, however, think that he might get homesick, and has left us a forwarding address for all who wish to write him letter. It is as follows

D B Irving
36 Marshall Rd
GODALMING
SURREY U K.

I trust he will write to us also and tell us of at least some of his doings.

Welcome

Once again we have a pleasing number of new members, and we welcome them to the Society. They are Hec Lutge, Alex Forbes, Garry Douglas, Mark Portlock and Donald Eickhoff.

Rosters

CANTEEN

Sat 20 Jan J.Hamilton and G.Sorell

Sun 4 Feb D.Rayner and D.Zanker

Sat 17 Feb B.Gamble and C.Cook

Sun 4 Mar J.Hendry and D.Collings

Sat 17 Mar R. Smyth and A Templeman

Sun 1 Apr J.W. Schaeffer and C.Bamford

Sat 21 Apr M.K. Halstead and R.Brown

Sun 6 May D.E. Sharpe and R.Collins

Sat 19 May B.R. Crabb and R.Gieseche

Sun 3 June B.L. Green and T.Fowler

Sat 16 June J.L. Harrison and J.Moorfield

Please note that you will need to bring a carton or bottle of milk for tea and coffee making. Please arrive by 1.45 pm to get the water boiling and the shop ready for business.

If you cannot make it on the day assigned, please arrange a swap.

LOCOMOTIVES

January

Saturday 20

R.Smith
R.Skewes
J.Barkes
P.Waugh

February

Sunday 4

K.Besley
H.Bateup
W.Brownlow
J.Beal

March

Sunday 4

B.Homann
H.Bateup
I.Clark
P.Waugh

Saturday 17

R.Smyth
T.England
H.Bateup
K.Besley

Saturday 17

R.Smith
R.Skewes
W.Brownlow
P.Griscti

Rosters

BOILER

Jan 20 Sat Herb Croker

Feb 4 Sun David Brown

Feb 17 Sat Alan Brabham

Reserves

Jan Bryan Homann

Feb Paul Griscti

Mar Terry Middleton

Mar 4

Sun Mike Bradford

Mar 17

Sat Bryan Homann

LOCK UP

Jan 13 Wally Brownlow

Jan 27 Paul Griscti

Feb 10 Alan Brabham

Feb 24 Brian Niesche

Mar 10 Howard Bateup

Mar 24 Jack Davey

Mar 31 Ian Clark

UNLOCKING FOR INFORMAL MEETING

Jan 23 Fred Gordon

Feb 27 Ian Clark

Mar 27 Mike Bradford

FOR SALE

A Dr. Margaret Folkard has a 1 kw (about 1 1/3 hp for the non electrical unmetricated Imperialists) steam powered alternator set for sale. This was built for a demonstration experiment using solar heating, and the price is \$450 o.n.o. It is not clear if it is turbine or reciprocating. Dr. Folkard can be contacted at 3/114 Strangways Tce, North Adelaide, 5006 or phone 267 2498 (after hours).

PRESIDENT'S COMMENT

May I wish all members and their families a Merry Christmas and a Happy New Year. To all model engineers may you, this coming year, spend the extra time in the workshop on your hobby that you somehow missed out in the past years. I usually make a resolution to spend at least four hours a week in the workshop on model making, but have broken it by the end of the first month.

The return to the summer weather has seen a vast difference in the grounds. After last year's low rainfall much time was spent in watering the grounds. This, followed by a very wet winter has the grounds showing a pleasing growth of grass. This is alright as lawns, but a nuisance as weeds on paths and under track work. The efforts of poisoning the weeds, and lawn cutting, are showing results and the grounds are once again a pleasant place to spend your time. The members should avail themselves of the club facilities and have a few more play days now that the weather has improved and with daylight saving now in force we could have a few twilight runs.

The arrival of summer brought our old problem of growth of the weeds in the boat pond, which had remained weed free since it was treated about 8 months ago. The pond has been treated again and will need regular treatment during the summer. The chemicals have been placed on order and we await further delivery.

With the departure of Denys Irving to the United Kingdom it is rumoured that the tea in the canteen will be reduced in strength to suit a sensitive palate and will no longer resemble varnish.

During the period since the last Bulletin, work has progressed steadily on all projects. The boat pond extension has been excavated to almost its finished dimensions. The steam house activities continue with the erection of two horizontal steam engines under way.

The toilet area near the club house has been remodelled with the addition of a new screen wall and in the near future it is hoped to remove the old cyclone fence from this area and generally tidy up the entrance to the grounds.

The library has benefitted by the generous donation of books, in the form of volumes of the Model Engineer, from Fred Hercus. These books filled in quite a few gaps in our library and the surplus volumes will be auctioned at a general meeting.

I will not comment on the progress of the ground level track as its committee will make its own reports in the Bulletin from time to time, but a year of hard work has passed and work is up to the stage of actual track making. The area behind the tennis courts is slowly being cleaned up but a few more helpers on a working bee would be appreciated.

IN MEMORIAM

In the last issue we noted the very unexpected passing of Alan Frankham, known to all as Uncle Al. Despite the suddenness, a goodly number of SASMEE members attended his funeral service. They were dwarfed by an enormous crowd of mourners that signified the high esteem in which he was held by many other organisations and individuals.

In addition to being a stalwart of our club, Alan was very active in entertaining the less fortunate members of society, and he is no doubt very much missed in this field.

He was also a born showman, who was skilled in the art of ventriloquism, and who also operated one of the few Punch and Judy shows still in existence. He entertained our children with this show at last year's Christmas barbeque. Those who went away on visits to other Societies will remember the side-splitting antics he got up to.

For as long as I have been in the club, Alan had been Master of ceremonies on Field Days, initially on a short wooden one-person dais near the steam house, and later in the two storey station building which he as a master builder helped to construct. Almost without fail Alan was in the broadcast box every field day.

The club will miss his witty remarks, his auctions, his talk on 'Lavitation' with its accompanying models of assorted outhouses, and his constant concern for those who happened to be ill at any time.

SHOW OF WORK 1978

This year's show of work was definitely a locomotive affair, with only about 3 items of other types. One of these other types, a Solent class lifeboat, was given a run on the pond, and the effect with searchlights, the wake glistening in the moonlight, and the slap of the water, was most realistic.

Larger locos seem very popular with the experimental part of our name coming to the fore with the electric powered locos. Despite that, steam is still very popular, and the new ground level track should be kept pretty shiny.

One item that was present, but unfortunately ignored, was the restoration job being done by Herb Croker on our full size horizontal steam engine. It should not be too long before we see the sun flashing on the spokes of the two flywheels at field days. Perhaps next year we could abandon all business on the show of work night, run our boiler and steam plant, and display models both statically and in operation. There is after all daylight saving, and the occasions to operate for our own entertainment are few enough. Give it some thought.

Listed below is, I hope, a complete list of items displayed. My apologies to anyone missed or for any errors.

A.Lethbridge	Solent class lifeboat - electric and R/C
F.Gordon	Unfinished 5"g Simplex
P.Waugh	Unfinished 5"g 620 class
B.Niesche	Foden steam truck
J.Wakefield	N&W A Class 2-6-6-4 Mallet rebuild 5"g
M.Turner	Unfinished 5"g Simplex
I.Clark	Unfinished 5"g battery electric loco
P.Griscti	Unfinished 5"g battery electric loco
R.Bloyd	Unfinished 7½"g four wheeled petrol loco
J.Davey	Unfinished 7½"g Virginia
A.Stead	4 position tool post
C.Cook	3½"g Tich frames
K.Besley	Unfinished 5"g 500 class
J.Beal	Boiler and frames Schenectady Rly loco
R.Smyth	Toggle punch, samples of aluminium and iron castings from his backyard foundry
R.Smith	5"g Baldwin 10 wheeler unfinished
R.Coles	3½"g Mountaineer unfinished
J.Newland	5"g Maid of Kent unfinished

By the time this edition of the SASMEE Bulletin is published the first 20 foot length of dual gauge ground level track will have been completed. We now have Ron Bloyd's track making jig set up alongside the riding truck shed and the jig will enable us to manufacture 20 foot straight sections of multi-gauge track. A number of members have offered to help with the welding and construction of track lengths and this will really move the project along.

Since the last Bulletin was published a lot of other work has been done. The embankment separating the new viaduct and trestle bridge is now completely filled with rubble, a lot of which has been obtained from the excavation of the new boat harbour.

The four viaduct trusses have been treated with rust inhibitor, and have also been painted with zinc chromate red oxide undercoat. The concrete abutment and retaining wall at the northern end of the trestle bridge area has also been completed. Peter Lewis has kindly arranged to obtain some more kerbing stones from the Unley Council so that we can finish the retaining wall at the northern end of the tennis courts. Clary Burden did the honours and opened up the Club grounds to take delivery of the track steel when it arrived recently. All lengths are in good order and very few will require straightening.

Meanwhile, alignment of the trestles is in hand, and the foundation holes are being prepared so it will not be long before we can start laying down some track sections. The 60 pound railway rails should arrive shortly and work will then proceed with the viaduct. As you will recall, our patron, Mr. A.G. Flint, Executive Chairman of the State Transport Authority, is supplying the 60 lb rail lengths as a gift to SASMEE.

HELP WANTED

Drawings or photographs of an electric pantograph. I want to build a scale replica to go on top of my 5" gauge electric locomotive.

Paul Griscti

AUSTERE ENGINE ROOMS

From the Inst. Marine Eng News April 1978

I well remember steam reciprocating engines of enormous power working in totally enclosed spaces, with no air casings or skylights, making any engine room very, very uncomfortable. Added to this, the short stroke and the high rotational speed, by spilling the oil out of the cross head and crankpin bearing oil cups, would result in wiped bearings and the inevitable catherine wheel spray from the water service hoses playing on them. Also, in forcing the engines, there was always water carry-over from the boilers to disturb piston and valve rod packings.

Like most of my elderly colleagues no doubt, I found watchkeeping on reciprocators much more interesting than on turbines or diesels, but, although they were easy to tend, they also had their seamy side in the shape of the Scotch boiler burning coal of poor quality. This was the era of stokehold bilge strums choked with ashes and the tank top awash; of struggling with an "old man" in the back end - a large mass of slag and clinker that just had to be broken up somehow to get out through the furnace door; of burnt fire-bars dropping into the ashpit and having to be replaced there and then; of raking out the fires and crawling along a plank laid over the hot bars to expand leaking tubes in the combustion chamber of a steaming boiler; of lending a hand pitching and raking the fires while the firemen struggled to get several tons of ashes over the side.

It was also the age of austerity in the engine room such as will never be appreciated by our younger colleagues - of keeping a quadruple expansion engine running smoothly on a couple of quarts of oil per watch; of keeping it overhauled with fewer tools than the average schoolboy would possess; of the dynamo shut down during the daytime and oiling round by the light of a hurricane lamp; of the "starting gear" for the Weir's feed pump on the back platform; a stokehold slicebar and a quarter hammer; of the hot liner under the H.P. guide shoe on a superheated engine that had to be inserted before Stand By and removed immediately after Finished With Engines - in an atmosphere that would roast an ox.

we request to inform members of the recent passing of

we request to inform members of the recent passing of

of Motion to Amend the Constitution of the South

proposed that an additional form of membership be

C.4 Forms of Membership

C.6 Membership Fees c. General Subscription

d. Insurance fee and Levies

Family Members

e the married partner of a Full Member. This person

(e) Family members 50%

(f) Family members, being the married partners of

(f) Family members, including the married partners

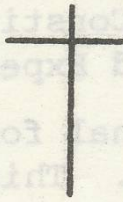
sons for proposing these amendments are set out below

been necessary to have wives of members operate the

proposed that an applicant for family membership will

OBITUARY

We regret to inform members of the recent passing of Alan Frankham (Honorary Life Member) and Bertie Wood (Extraordinary Member). Elsewhere in this issue is a brief memoriam to Alan, and in a recent edition were included some notes on Bertie Wood.



In Days Of **Olde**

We were all pleased at Mrs. Giesecke's bridge painting effort, which she started on Friday before November Field Day. It now remains for the railway red to go on and Mrs. Giesecke tells me she hopes to have this done shortly. Many thanks, Mrs. Giesecke. You put to shame the many members who will like to play on the track but think they don't have to build it. Perhaps we would be better off with some enthusiastic women members!

From the SASMEE Bulletin of Dec 1964 - Feb 1965.

BOOKS FOR SALE

The Library has limited stocks of Australian Railways Historical Society books for sale. Some titles are listed below.

500, 600, 700, 621, Proceed to Peterborough, South Coast Limited, Locomotives of S.A.R., One Rusty Rail. Please see the Librarians with your money.

~ A Christmas Story ~

LITTLE DEMON DIESEL DESTROYS A DAD'S REPUTATION

After some 20 years' experience on the overhaul and servicing of diesel engines up to 500hp I considered I had a reasonable knowledge of the subject and had yet to meet the engine I could not start although it may have been necessary to produce the ether bottle.

However, like many of my colleagues I staked my reputation and lost. Lost is a very mild statement - for not only did my mechanical ability go up in smoke, but my family respect disappeared, and after years of being a mild mannered person I changed to a savage and moody being to be avoided at all costs.

How did all this happen? Gather round, and hearken to the story I have to tell, so that you may avoid one of life's greatest pitfalls.

It was approaching Christmas - we were then a happy family. Eldest son was nearing 12 years of age and had expressed his wish to have a model aircraft as his Christmas gift. The type and size of said aircraft having been decided, next step was the power plant and Dad with all of his experience said that it must have a diesel engine for power and reliability. Thus the die was cast.

Christmas came and with it the aircraft and diesel engine. Dad and Son spent many happy hours in building the aircraft - a beautiful low wing monoplane. The final coats of duco were applied and there she stood in all her glory, waiting to become air-borne, so the engine was taken from its box and mounted on its test stand complete with fuel tank and fittings. The spare wooded propeller was now fitted and all in readiness for the big moment. Fuel had been purchased with the engine and was labelled "Quick starting, clean burning, power producing fuel", you know, just like the current adverts for petrol - does everything but cook Sunday's joint.

At this stage Dad took over control, he set the compression piston in the correct position, he knew that diesel engines start best with high compression, but the little engine knows otherwise, he then sets the fuel adjusting needle $\frac{3}{4}$ of a turn open, and gave the propeller a smart flick in the correct direction of rotation with the index finger of the right hand.

After a few such attempts to start, the fuel adjusting needle was closed and a few more sharp flicks to clear out the excess fuel, and it happened - Brrrrr - about fifty revolutions and stop. Everybody cheers but Dad - he was too slow in moving his index finger (right hand) and that little propeller hit him hard - he did not cheer but made horrible noises and uttered muffled words. Although discouraged, he is made of sterner material, and proceeded to start again - sets fuel adjustments, sets compression and flick, flick, flick, and again Brrrrr 50 or 60 revolutions. Yes, you guessed it that index finger was too slow and already the nail was going black, more mutterings and horrible noises.

Further adjustments to compression and fuel setting, and using the middle finger (right hand) flick, flick, and many more flicks until - Burrrrrr, another short burst of energy and stop. But once again the quickness of the hand was too slow for that propeller. After several more attempts with the same results, we called it a day. By now the nail on the middle finger (right hand) was turning black.

Several more days passed in the same pattern and now the nails on the index and middle fingers (left hand) were black, tempers frayed, everybody unhappy, even the dog growled at all and sundry, but that little diesel would not go.

How could it be spun to start? There were no more fingers capable of flick, flick, flick.

An electric drill perhaps - No a drill turns clockwise and the little diesel anti-clockwise. A hand drill turned in reverse would do, so a little fork with plastic covered prongs was made. This would do the trick. Have you ever tried to hold a hand drill steady and turn it in the reverse direction with four bandaged fingers, fast enough to start our little monster? By now you will have gained the impression the idea was not so good, but there was the consolation of no more blackened fingers.

Suddenly Dad remembered a friend of a friend of a friend was one of Australia's leading model aircraft builders and competitors. Some frantic phone calls and he had arranged to take the little diesel to friend Jim for investigation. Arriving at Jim's they wasted no time in setting it up, and then Dad gave him the bottle of fuel. "That rubbish!" he yelled, "it would not ignite in Hades",

and proceeded to mix ether, kerosene and castor oil, poured some in the tank, set the compression and fuel adjustments, the flick, flick and away went that ("---") diesel, first in a steady purr, and then when the correct adjustments were made, a terrific scream of 15,000rpm. Dad could not believe it - how did he do it? - what did he have that Dad didn't? After running it for a minute or so, it was stopped and Dad was invited to start it - and start it he did with one spin of the propeller.

Jim then explained it was the fuel, wrote down the proportions, wished Dad luck and sent him on his way with the fuel mixture placed in his wallet. No secret formula for the conversion of dross into gold was ever guarded so carefully. Home he went to retrieve his reputation.

Back in the workshop, engine on test stand, fuel mixed and in the tank, adjustments set, one flick of the propeller and away she went. Then round up the family for a demonstration. When all had gathered around, one flick and away - at least every one was happy. Explanations were needed as to why the engine would now start so details of the fuel were given with emphasis on the power of ether. Young Son was most impressed.

Later in the day young Son said he would like to try his luck of starting the tamed little monster, so Dad set the adjustments and Son gave the propeller a few flicks and away it went, faster and faster until it screamed, and before it could be slowed down - bang - crunch - it stopped with the connecting rod through the crank case. How did it happen? What caused it? Dad's stocks were back to zero.

Dad spent several days in the "doghouse" after the blow up of the little diesel, and it looked as though he may never join the family circle again, until young Son admitted that he put an extra dose of ether into the fuel when Dad was having lunch. He thought the extra ether would make it go faster (he was right you know) hence the blow up.

Although this happened some years ago, the family looks with apprehension anytime I do any work on the car, lawnmower, or any other mechanical contrivance - I'm afraid I shall never live down the episode of the model aircraft and the ("---") little diesel. Don't ever say you were not warned.

Taken from The Australasian Engineer, June 1968.

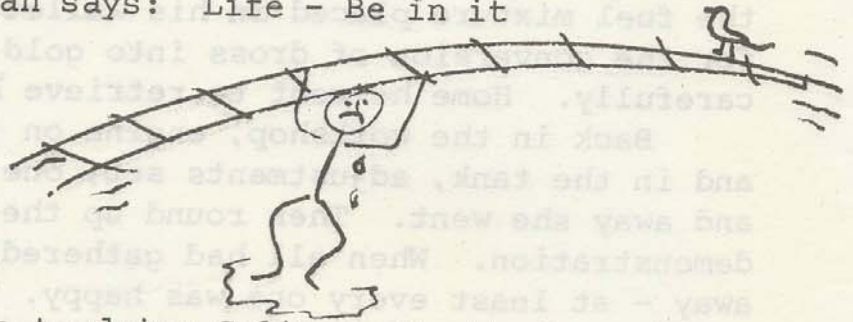


PLAY DAYS

The President has suggested that members make use of the grounds more often. After all the work that has been put into the grounds, it seems a shame that the general public get more out of it than do the members.

This, of course, is our own fault, and in an effort to rectify the situation, I would like to suggest that, provided you do not welcome the New Year too enthusiastically, Monday 1-1-79 would be a reasonable day to have a play day. Bring your family, your model, your tucker, and yourself.

As a current slogan says: Life - Be in it



PORTABLE TRACK

I have had the pleasure to drive Colin Bamford's locomotive around the portable multigauge track that he and Laurie Fielder designed and built. This track makes up into an oval shape that occupies a standard tennis court. The track was most stable, and a credit to the designers. Colin's loco has a thermic syphon fitted and the steaming is something to experience. Maybe one day someone will fit one to a stayless steel boiler. This would be an avenue for experimental work.

Paul Griscti

SITUATIONS VACANT

With the passing of Uncle Al, we now have two jobs that will require someone to take them on at the next AGM. President Paul is filling in at the moment with the organising of speakers for meeting nights, and with the announcing on Field Days. The President is pretty busy without these extra impositions so consider your own involvement, and make it known to a Committee member if you would like to take on either or both jobs.



THE MISSISSIPPI QUEEN

Two hundred years of American history, to the very month, separated the nation's rejection of a king and jubilant welcome of a queen. George III was the king; the grand lady is the Mississippi Queen, a steamboat that began her maiden voyage from home port of Cincinnati on the Ohio River to the Mississippi River gulf port of New Orleans on 27 July 1976. She is the first overnight sternwheel steamboat to be built in America in 50 years, and is at once a miracle of modern materials and a rare nostalgic jewel, recalling a glorious, more relaxed era of the nation's past.

Today, when supersonic transports race the sun across the sky, why would people select a mode of travel that offers maximum cruising speed of 12 mph? Perhaps the answer lies somewhere in the pages of a Mark Twain novel ... a brief glimpse of lifestyles that will never be again.

To the Delta Queen Steamboat Company, owners of the Mississippi Queen, successful riverboat passenger service is a proved business fact. Since 1946, the company and its predecessor have operated the Delta Queen, sister ship of the new boat and the only other overnight passenger steamboat in the United States. In one year, the Delta Queen carried more than 12,000 passengers and travelled 38,600 miles through fourteen states.

The Mississippi Queen begins a new era. Historically, riverboats played a major role in the settlement of what is now mid-America. The routes to be travelled by the Mississippi Queen will recall the journeys of those who opened the western wilderness to trappers, adventurers, and finally settlers.

Departing from her home port of Cincinnati, the Mississippi Queen glides along the Ohio. This is the river that provided an access route to the nation's great interior for thousands of settlers from the original thirteen colonies. In 1811, the side-wheeler "New Orleans" made a landmark round trip from Pittsburgh, head of navigation on the Ohio, to New Orleans, demonstrating that steamboat travel was indeed practical on America's inland waterways.

Three vertical multistage pumps have been installed to supply clean water to the boiler at a rate of approximately 138 gpm and a pressure of 487psi. Two pumps are used at the same time to meet the full range of boiler requirements, while the third is used as a standby.

In addition to the boiler feed pumps, the heart of the Queen makes use of four horizontal-split centrifugal pumps for river water service, two horizontal-split centrifugal condensate hotwell pumps, two condensate-transfer pumps, and two vertical-split centrifugal auxiliary condenser hotwell pumps.

The Mississippi Queen is 379 feet long, with a 68 foot beam and 8 foot draft. She accommodates more than 400 passengers in 218 staterooms, and has a crew complement of 125. Design service speed is approximately 12 mph, and gross tonnage is approximately 4500 tons.

Extracted from an article "Paddle Steamer Plies the Mississippi" in Compressed Air, July 1977.

This article will be continued in the next edition of The Bulletin.

CLUB BADGES

Any member wanting a club badge can see the Treasurer. New supplies have recently been manufactured.

PATRON

Mr. A.G. Flint, Executive Chairman, STA,
and Commissioner, ANR

VICE PATRONS

Mr. A.W.C. Crossman, Late SAR
Mr. W.D. Saunders, CME, ANR
Mr. C. Schaumloffel, Manager, Loco Workshops,
Islington
Mr. G. Nicolson, Tregalana, Whyalla
Mr. H.H. Salisbury

PRESIDENT

P.Griscti

VICE PRESIDENTS

I.Clark, J.Davey

SECRETARY

B.Homann

MINUTE SECRETARY

F.Gordon

TREASURER

M.Bradford

ASSISTANT TREASURER

T.Middleton

COMMITTEE

H. Bateup, A.Brabham

W. Brownlow, B.Niesche

HOSTS

J.Welch, C.Burden

LIBRARIANS

L.Hope, D.Atkinson, P.Gore

PUBLIC OFFICER

M.Turner

SUPERVISORS LOCO TRACK

A.Ide, W.Brownlow,

H.Bateup, P.Waugh

SUPERVISORS BOAT POND

N.Kernick, C.Manning

B.Gamble

BOILER SAFETY COMMITTEE

A.Brabham, J.Welch,

O.Thomas, H.Bateup

CANTEEN

P.Lindblom

GROUND LEVEL TRACK

A.Brabham, H.Bateup, A.Ide, I.Clark, R.Bloyd, T.England,
J.Davey, W.Brownlow.

EDITOR AND SECRETARY

B.G. HOMANN

Box 228

MAGILL S.A. 5072

Typed by courtesy of
Elevators Pty.Limited,
North Terrace,
ADELAIDE S.A.

CONTRIBUTIONS TO THE BULLETIN SHOULD BE FORWARDED TO
THE EDITOR.